

50X1-HUM

CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	USSR (Karelo-Finnish SSR)	REPORT	
SUBJECT	Observations of Railroad and Security Activity at the Stalin Canal	DATE DISTR.	16 July 1954
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
 THE APPRAISAL OF CONTENT IS TENTATIVE.  
 (FOR KEY SEE REVERSE)

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1. There is an old road about ten kilometers west of the Stalin Canal at approximately N 64-21, E 34-05. It does not appear to have been in use, because the surface is completely overgrown with grass.
2. On the shore of the Stalin Canal at approximately N 64-24, E 34-29 no traffic was observed during the evening of the first day of observation. Visibility was limited because a heavy fog was lying over the canal. No sounds were heard from the canal. There were only deciduous trees at the shore of the canal, all coniferous trees having recently been cut down in a zone one to two kilometers in from the canal. The vegetation consisted mostly of dwarf birch and dry grass.
3. During the evening of the second day, a barbed wire fence was observed, and to the north a campfire was seen. (See sketch of the area on the following page.) During the night of the second day, a searchlight was seen a short distance behind a barrack in this area. The beam of the searchlight was first directed upon the middle of the canal; later it swung inward toward the shore of the canal and then turned straight up in the air. The searchlight was on for approximately one minute about every hour. Also during the night dogs in the area were very active. In the early morning hours of the third day machine noises could be heard coming from a point approximately 500 meters south of the campfire. The noises probably originated from a digging machine or a crane; and at short intervals noises which sounded like the sound of a drilling rig could be heard. At a distance of approximately 300 meters from the canal, no sounds of ships could be heard. At 0900 hours all noises of working machinery ceased. Source is of the opinion that there was no ship traffic on the canal because a lock or something similar was under repair. On the fourth night the campfire was seen at the same place as the previous night. During the fourth night and the early morning hours of the fifth day, the searchlight was used in the same manner as the previous night, and the barking of dogs was heard from the barrack. At 0500 hours machine noises were heard.

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(Note: Washington Distribution indicated by "X"; Field Distribution by "#")

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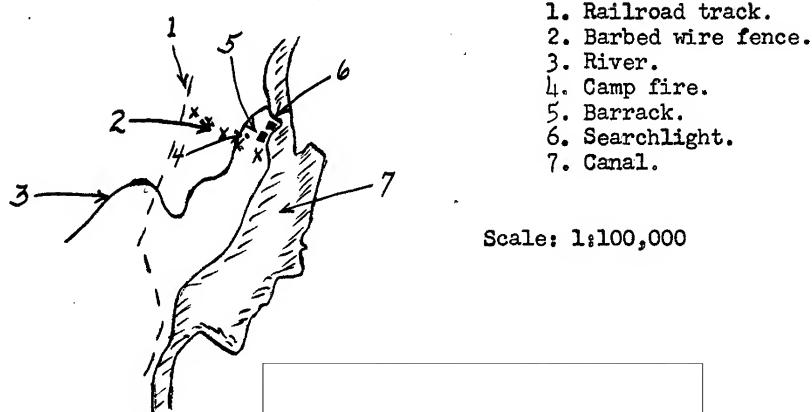
During the night of the fifth day, the campfire was in the same place as before and the searchlight was also used occasionally. The canal at this point was heavily guarded. Source feels that prisoners may be used as a working force or that the canal area is a denied area.

4. The railroad tracks which ran in a general north-south direction near the Stalin Canal were single-tracked and not electrified in the general vicinity of N 64-25, E 34-27. There was coarse sand between the rails. Rotten railroad ties were marked by pegs stuck down into the ground alongside the rail. New ties were seen beside the railroad line, but at the point of observation the new ties had not replaced the old ties. The new ties were probably tarred. Along the railroad ran a 12-strand telephone line on poles. The poles had about six cross arms.
5. On the second day at 0545 hours, a train went southward on the tracks which are near the Stalin Canal. At 0600 hours machine noises were heard at the above-mentioned point on the railroad; they came from the southeast. At 1815 hours a train went northward on these tracks. At 1530 hours working noises were heard from the east and at 2000 hours they ceased. During the fourth day trains were heard to pass northward and southward at the following times:

<u>Northbound trains</u>	<u>Southbound trains</u>
0230 hours	0005 hours
0515 hours	0100 hours
0945 hours	0345 hours
1350 hours	0730 hours
1725 hours	1115 hours
2240 hours	2350 hours

Sketch of Area

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